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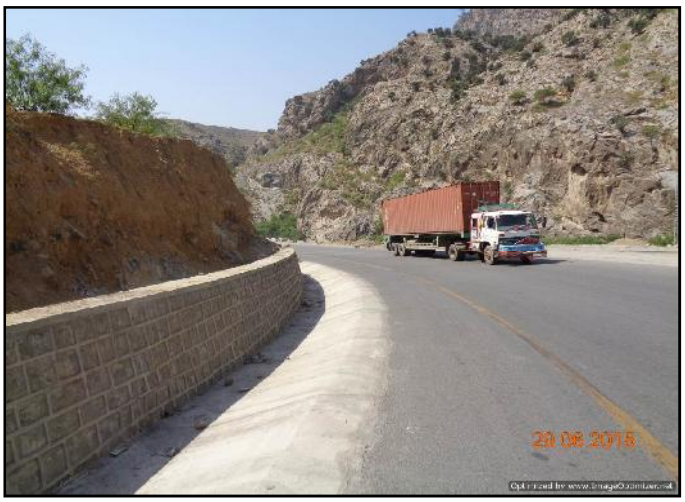
CONSTRUCTION MONITORING & EVALUATION PROGRAM

(Strengthening & Improvement of Peshawar – Torkham Road, Khyber Agency)



QUARTARLY PROGRESS REPORT # 11

APRIL - JUNE 2015

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EXECUTIVE SUMMARY

9 Km of both flexible and rigid pavements have been substantially completed during the reporting quarter. Overall 38 km out of 46 km has been substantially completed so far. PIL 05 of US$ 25,444,269 was signed on April 06, 2015 during the reporting quarter. No amount was certified in the reporting quarter thus total accrued expenditure remained unchanged i.e. US$32,542,804 out of US$ 67,000,000.

PIL wise progress is as follows:

- **PIL 01** *(Section 01 km 0+000 – km 9+000)*:
  100% completed, and all milestones certified with accrued expenditure of US$ 9,978,081

- **PIL 02** *(Section 02 km 9+000 – km 14+000)*:
  100% completed, and all milestones certified with accrued expenditure of US$ 9,383,483

- **PIL 03** *(Section 03 km 14+000 – km 19+000)*:
  100% completed, and all milestones certified with accrued expenditure of US$ 9,512,705

- **PIL 04** *(Bridges at km9+560 & km23+750; Multicell culverts at km11+190 & km22+925):*
  100% completed, and all milestones certified with accrued expenditure of US$ 3,668,533

- **PIL 05** *(Section 04 km 19+000 km 21+100 & km 22+400- km 24+000 & Loop # 02; Section 05 km 21+100 - 22+400 and 24+000 - 29+000; Section 06 km 29+000- 33+000; Construction of Bridges at km 18+475, km 27+000 & km 27+250; Rehabilitation of Bridges at km 2+200, km 11+560 & km 21+320)*:
  Progress achieved during the reporting quarter was 23% attaining total physical progress 83% with accruals of US$ 21,126,197 out of US$ 25,444,269.

Construction activities in road Section 07 (km 33+000 - 37+000); Section 08 (km 37+000-41+000) and Section 09 (km 41+000 - 43+465) & LOOP-3 were also monitored. These sections are part of an activity agreement; however, PIL for these sections has not been finalized yet.

MATTERS REQUIRING ATTENTION

1. Carriageway Width Problem at Km 21+300 (Water Point)

Due to the water purification plant installed pre- partition for troops on LHS and perennial stream on the RHS side of the PTR, design width can't be achieved b/w km 21+200 to 21+400. Three options for removal of this bottleneck were proposed by NESPAK/FWO. So far, no concrete action has been taken to resolve the issue.

2. Cost Allocation

As per activity agreement US$ 67 Million has been allocated for PTR project. The project section wise PILs have been approved. We believe this amount may cover the road up to Section–VII. However, the project forecast may go up to US$ 87 Million. Funds availability of additional US$ 20 Million (approx) may be shared with stakeholders.

3. Project Steering Committee

As per Activity Agreement, a coordination meeting of the steering committee consisting of all stakeholders is to be held regularly to resolve the problems regarding progress, monitoring and funds. Regular sessions of the committee may be ensured.

4. Role of FATA Secretariat & NHA

Keeping in view the challenging construction environment on the PTR project, the FATA Secretariat and NHA should actively participate in the daily business matters of the project.

5. Accelerated Construction

FWO/Nespak has accelerated the construction activity from Sec-VII to EoP upon directives from Governor KP for completion of works prior by June 2015. However, the quality of works needs proper attention and close coordination among all stakeholders during the speedy construction.

6. Process of Engineer Estimate Approval

Since the project commencement in Oct 2012, 09 No: cost estimates (07 for Section-I to VII) from KM: 0+000 to 37+000, and two cost estimates for eight bridges, plus two multi-cell culverts, amounting in total to PKR 6,840 Million have been approved by the FATA Development Working Party (FDWP). In order to catch-up the revised completion time of the project, approval of the remaining two cost estimates needs to be expedited.

7. Complexity in Maintaining Traffic on Diversions / Detours

Diversions / detours have been provided at intervals b/w KM: 19+400 to EoP. However, conditions of the diversion tracks have created difficulties for the road commuters and population. Peak hour traffic congestion and its frequency are regularly escalating the

problem. An even minor traffic accident on the corridor usually results in rapid disturbance to traffic movement and sometimes complete blockage of diversions.

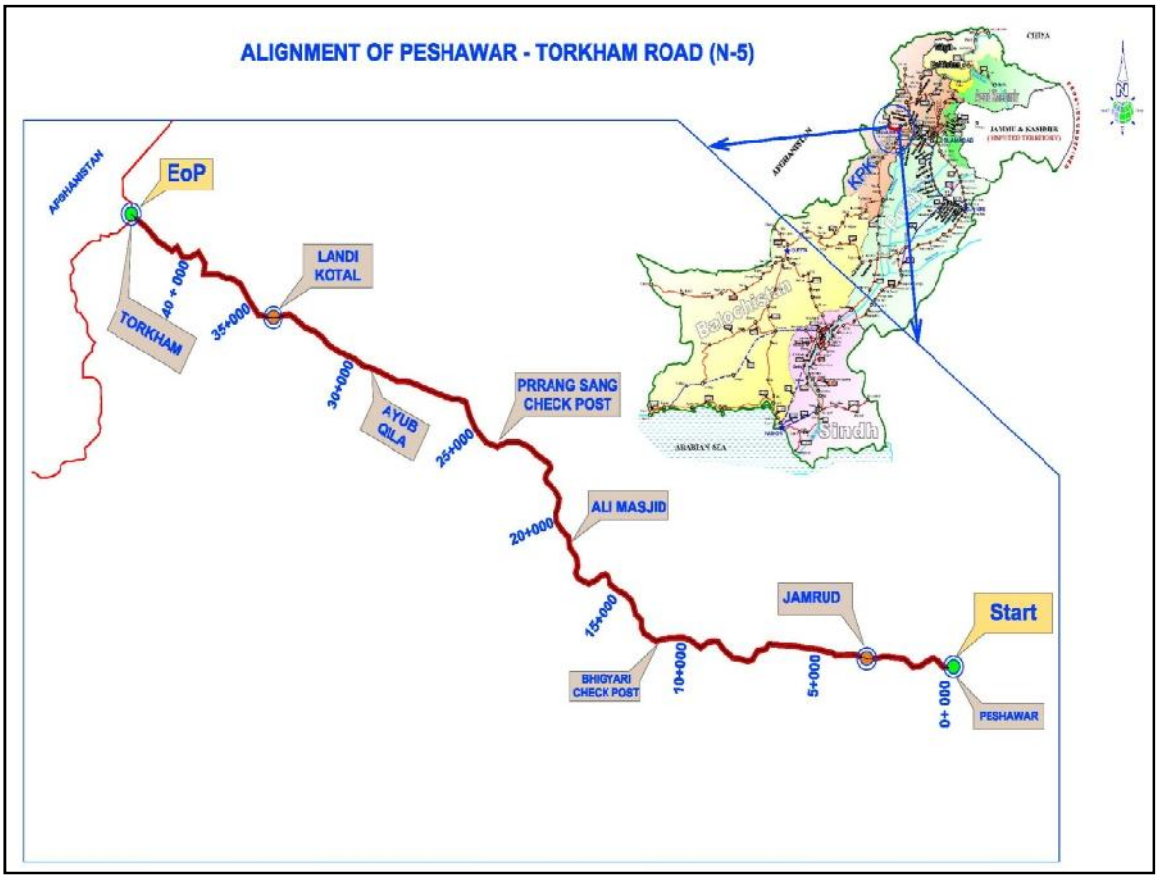
In order to ensure smooth traffic movement along the corridor, minimizing traffic delays keeping dust and noise pollution to a minimum, a higher level of communication and liaison is required throughout the work period to meet the expectations of stakeholders and commuters.

8. Delay in Utilities Shifting From Construction Corridor

Shifting of overhead electric lines (including poles) got delayed despite payment by FWO to the concerned GoP department, thereby putting a constraint on the contractor's capacity to undertake construction works in an un-interrupted and continuous manner.

1. PROJECT BACKGROUND

Peshawar – Torkham road is an integral part of National Highway (N-5), a vital piece of the nation's infrastructure, which connects Pakistan with Afghanistan at Torkham border and plays an important role in the economic activities as well as providing timely logistic support to the security agencies deployed in Khyber Agency. In order to strengthen and improve Peshawar road an Activity Agreement between FATA Secretariat & US Agency of International developments was signed on 18th September 2012 obligating USD 67,000 Million for the project.



The project is implemented by FATA Secretariat as a project proponent through Frontier Works Organization (FWO) as EPC (Engineer, Procure, and Construct) Contractor. Being an EPC form of contract, FWO is fully responsible for the design and construction of the project in conformity with the NHA's specifications and standard engineering practices. NESPAK is providing design and quality control services to FWO. While AGES Consultants has been entrusted with the Construction Monitoring and Evaluation Services, including Quality Assurance and Environmental Monitoring of the project on behalf of the USAID Pakistan Mission by signing agreement on 30th September 2012. Construction activities by the contractor started on October 15, 2012. The initially agreed completion date of December 31, 2014 as per Article 4 of the Activity Agreement No AID-015-DOD has now been extended to 31 December 2015.

1.1 Scope of Work

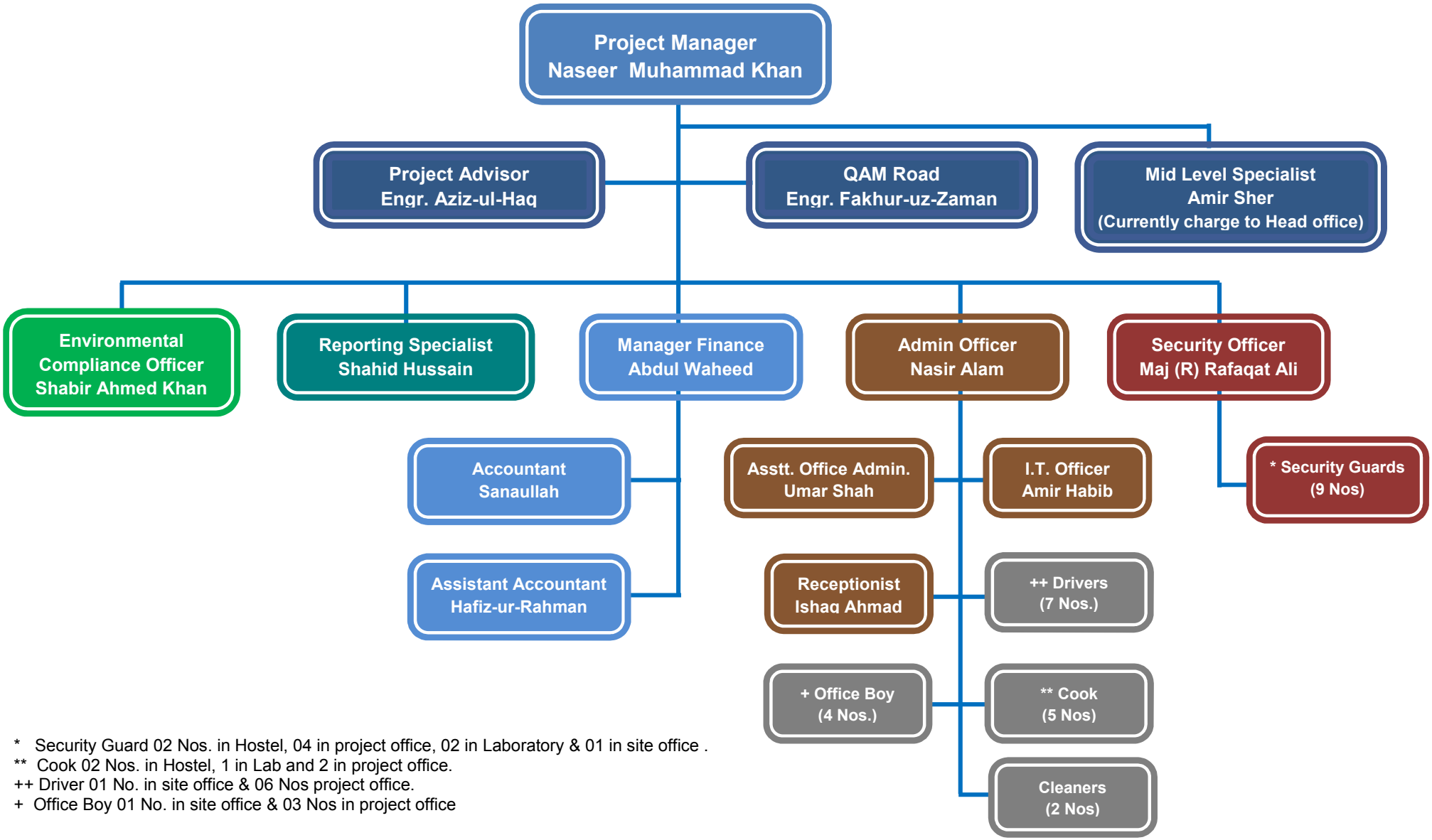
As per activity agreement the 46 km Peshawar – Torkham road has been split into multiple sections for designing / construction purposes. PIL wise detail is given in the table below:

PIL No	Components	Allocated Amount US$	PIL Signing Date	PIL Expiry Date
PIL 01	a) Section 01 (km 0+000 - km 9+000)	9,978,082	Jan 10, 2013	Dec 31, 2014
PIL 02	a) Section 02 (km 9+000 - km 14+000)	9,383,484	Dec 18, 2013	Dec 31, 2014
PIL 03	a) Section 03 (km 14+000 - km 19+000)	9,512,705	Feb 04, 2014	Dec 31, 2014
PIL 04	a) Construction of Bridge at km 9+560 b) Construction of Bridge at km 23+750 c) Multicell Culvert at km 11+190 d) Multicell Culvert km 22+925	3,668,533	Jan 27, 2014	Dec 31, 2014
PIL 05	a) Section 04 (km 19+000 – km 21+100 and km22+400 – km 24+000 & Loop # 02) b) Section 05 (km 21+100 - km 22+400 and km24+000 – km 29+000) c) Section 06 (km 29+000 – km 33+000) d) Construction of Bridge at km 18+475 e) Construction of Bridge at km 27+000 f) Construction of Bridge at km 27+250 g) Repair of Bridge at km 2+200 h) Repair of Bridge at km 11+560 i) Repair of Bridge at km 21+320	25,444,269	April 06, 2015	Dec 31, 2015
unapproved PIL	a) Section 07 (km 33+000 - km 37+000) b) Section 08 (km 37+000 - km 41+000) c) Section 09 (km 41+000 - km 43+465 & Loop3)	-	-	-

1.2 Mobilization of Staff

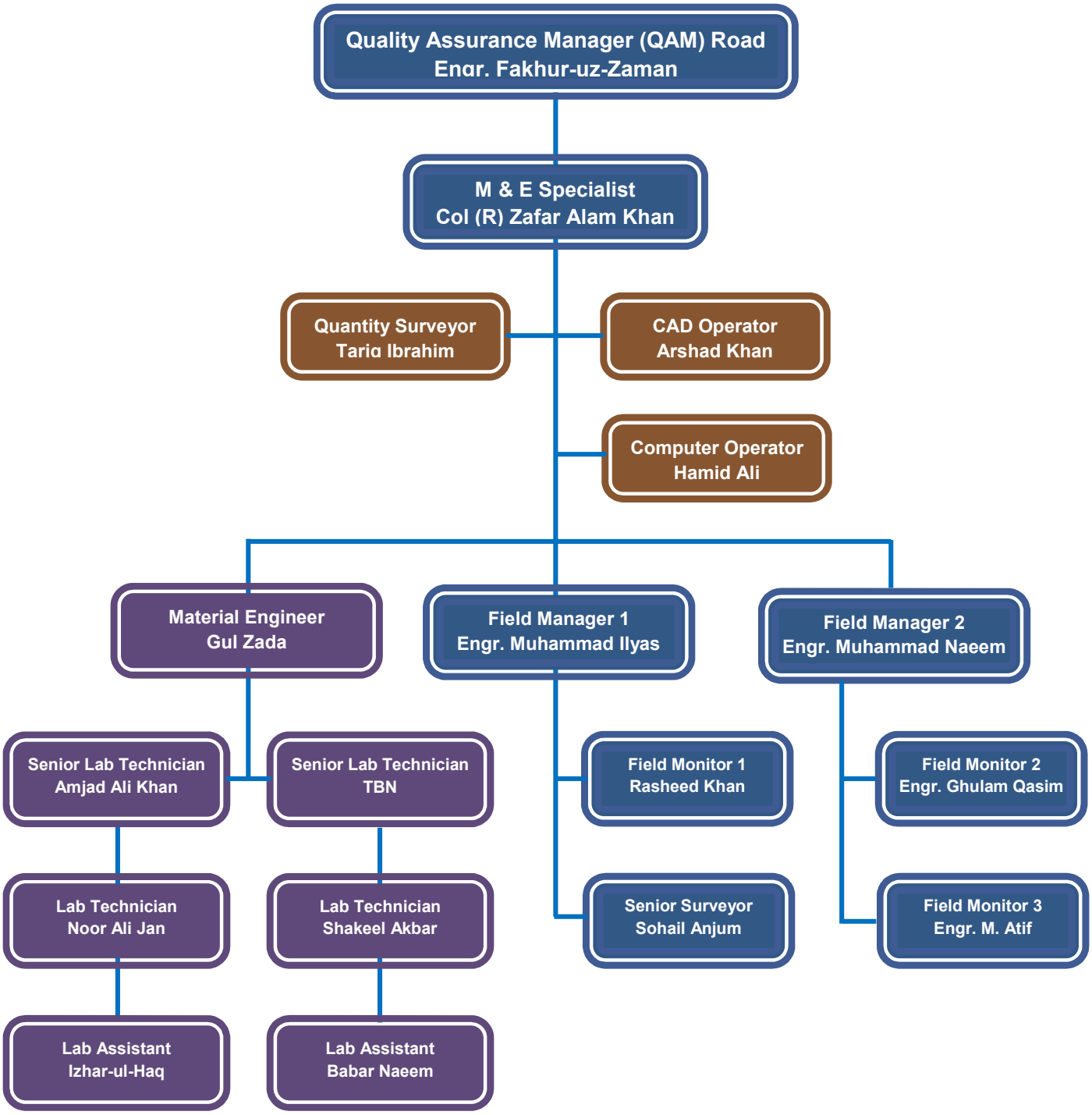
The following members of the team were mobilized as various activities of the project progressed. Other staff members will be mobilized according to demands of work load.

Organization Chart for CMEP Office, Peshawar



* Security Guard 02 Nos. in Hostel, 04 in project office, 02 in Laboratory & 01 in site office .
** Cook 02 Nos. in Hostel, 1 in Lab and 2 in project office.
++ Driver 01 No. in site office & 06 Nos project office.
+ Office Boy 01 No. in site office & 03 Nos in project office

Organization Chart for Road Component of CMEP Project



2. PHYSICAL PROGRESS (ON GOING PIL 05)

2.1 Section-IV: (km 19+000 to km 21+100 & km 22+400 to km 24+000 & Loop # 02)

Sr No.	Section IV (Km 19+000 to Km 21+100 & Km 22+400 to Km 24+000 & Loop # 02)	Total No of Milestones	Till Previous Quarter		Current Quarter		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Earth work	10.32	8.65	84%	1.67	16%	10.32	100%
2	Sub base & base course							
a	Granular sub base	10.32	8.25	80%	2.07	20%	10.32	100%
b	Water bound macadam	7.08	5.70	80%	1.15	16%	6.85	97%
c	Asphaltic base course	7.08	4.20	59%	2.55	36%	6.75	95%
3	Surface courses and pavement							
a	Asphaltic concrete for wearing course & allied activities	7.08	2.35	33%	3.40	48%	5.75	81%
b	Rigid pavement (Half Pavement Width)	6.48	4.30	66%	0.70	11%	5.00	77%
4a-i	Retaining wall (RW-2) Total L = 4025 m							
a	Retaining wall : H= 1.00 m ; L= 500m	2.00	1.66	83%	0.34	17%	2.00	100%
b	Retaining wall : H= 1.5 m ; L= 900m	3.00	0.00	0%	1.71	57%	1.71	57%
c	Retaining wall : H= 3.0 m ; L= 50m	1.00	1.00	100%	0.00	0%	1.00	100%
d	Retaining wall : H= 3.5 m ; L= 575m	5.75	2.53	44%	0.38	7%	2.91	51%
e	Retaining wall : H= 4.0 m ; L= 875m	8.75	5.25	60%	1.04	12%	6.29	72%
f	Retaining wall : H= 5.0 m ; L= 125m	1.00	0.40	40%	0.60	60%	1.00	100%
g	Retaining wall : H= 6.0 m ; L= 750m	15.00	14.30	95%	0.00	0%	14.30	95%
h	Retaining wall: H= 8.0 m ; L= 250m	5.00	5.00	100%	0.00	0%	5.00	100%
4a-ii	Breast wall - 325m	3.25	0.00	0%	1.96	60%	1.96	60%
4b-i	Construction of New culverts-Flexible pavement							
i	1 x 2 x 2.5	1.00	0.95	95%	0.05	5%	1.00	100%
ii	1 x 2 x 2.5 (20 deg skew)	2.00	1.90	95%	0.10	5%	2.00	100%
iii	1 x 2 x 2.5 (20 deg skew) - loop # 2	2.00	0.95	47%	1.05	52%	2.00	100%
4b-ii	Construction of New culverts (replacement of old) -Flexible pavement							
i	2 x 3 x 2.5	1.00	0.95	95%	0.05	5%	1.00	100%
ii	2 x 3 x 2.0	1.00	0.95	95%	0.00	0%	0.95	95%
iii	1 x 2 x 3 - loop # 2	1.00	0.95	95%	0.05	5%	1.00	100%
iv	1 x 2 x 3 (15 deg skew) - loop # 2	1.00	0.95	95%	0.05	5%	1.00	100%
v	1 x 2 x 2.5 - loop # 2	1.00	0.95	95%	0.05	5%	1.00	100%
4b-iii	Construction of new culverts (replacement of old) rigid pavement 1 x 2 x 2.5 - loop # 2, 1 x 2 x 3 loop #2, Service ducts	1.00	0.95	95%	0.05	5%	1.00	100%
5a	Drainage & erosion works (road side drain)							
i	Drain type D-1 covered (150 m)	1.00	0.00	0%	0.33	33%	0.33	33%
ii	Drain type D-1a uncovered (400 m)	1.00	0.00	0%	1.00	100%	1.00	100%
iii	Drain type D-2 covered (225 m)	1.00	0.00	0%	0.79	79%	0.79	79%
iv	Drain type D-2a uncovered (200 m)	1.00	0.00	0%	0.86	86%	0.86	86%
v	Drain type D-4 (700 m)	2.00	0.00	0%	1.23	62%	1.23	62%
vi	Drain type D-3 (3511 m)	7.02	1.80	26%	3.30	47%	5.10	73%
5b	Road protection works : Metal guard rail (50m) , Barrier (200m)	1.00	0.75	75%	0.00	0%	0.75	75%
6	Ancillary works(traffic road signs, pavement marking / studs & km posts)	1.00	0.00	0%	0.00	0%	0.00	0%
7	Diversion	5.16	3.18	62%	1.45	28%	4.63	90%
TOTAL		**124.30**	**78.82**	**64%**	**27.98**	**23%**	**106.80**	**86%**

2.2 Section-V: (km 21+100 - 22+400 & 24+000 - 29+000)

Sr No.	Section V (Km 21+100 - 22+400 & 24+000- 29+000)	No of Milestones	Till Previous Quarter		Current Quarter		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Earth work	12.600	10.80	86%	1.60	13%	12.40	98%
2	Sub base & base course							
a	Granular sub base	12.600	10.80	86%	1.45	12%	12.25	97%
b	Water bound macadam	10.472	9.15	87%	0.00	0%	9.15	87%
c	Asphaltic base course	10.472	9.15	87%	0.00	0%	9.15	87%
3	Surface courses and pavement							
a	Asphaltic concrete for wearing course & allied activities	10.472	8.70	83%	0.45	4%	9.15	87%
b	Rigid pavement (Half Pavement Width)	2.900	2.90	100%	0.00	0%	2.90	100%
4a-i	Retaining wall (RW-2) Total L = 3375 m							
a	Retaining wall : H= 1.00 m ; L= 925m	3.083	2.80	91%	0.28	9%	3.08	100%
b	Retaining wall : H= 2.5 m ; L= 350m	2.000	1.05	53%	0.95	48%	2.00	100%
c	Retaining wall : H= 3.0 m ; L= 925m	3.083	2.70	88%	0.00	0%	2.70	88%
d	Retaining wall : H= 3.5 m ; L= 300m	2.000	1.04	52%	0.00	0%	1.04	52%
e	Retaining wall : H= 4.0 m ; L= 350m	2.000	1.97	99%	0.03	2%	2.00	100%
f	Retaining wall : H= 4.5 m ; L= 50m	1.000	0.00	0%	1.00	100%	1.00	100%
g	Retaining wall : H= 5.0 m ; L= 50m	1.000	0.00	0%	1.00	100%	1.00	100%
h	Retaining wall: H= 6.0 m ; L= 325m	3.250	1.06	33%	1.75	54%	2.81	86%
i	Retaining wall: H= 7.0 m ; L= 100m	1.000	0.70	70%	0.00	0%	0.70	70%
j	Parapet walls : L = 925 m	5.000	2.43	49%	0.57	11%	3.00	60%
k	Retaining wall (PCC): H= 3.0 m; L= 400m	3.000	0.00	0%	0.00	0%	0.00	0%
4a-ii	Breast wall - 455m							
a	Breast wall (RW-3) H=2.0 m , L=55 m	1.000	1.00	100%	0.00	0%	1.00	100%
b	Breast wall (RW-3) H=3.0 m , L= 400 m	2.000	0.00	0%	1.73	87%	1.73	87%
4b-i	Construction of New culverts-Flexible pavement							
i	1 x 2 x 2.5	1.000	0.95	95%	0.05	5%	1.00	100%
ii	1 x 3 x 2.5	1.000	0.95	95%	0.05	5%	1.00	100%
4b-ii	Construction of New culverts (replacement of old) -Flexible pavement							
i	1x 2 x 2.5 (20 deg skew)	3.000	2.85	95%	0.00	0%	2.85	95%
ii	1 x 3 x 2	2.000	1.90	95%	0.10	5%	2.00	100%
iii	1 x 3 x 2.5	1.000	0.95	95%	0.05	5%	1.00	100%
iv	3 x 3 x 4 (20 deg skew)	1.000	0.00	0%	0.00	0%	0.00	0%
v	2 x 3 x 3 (20 deg skew)	1.000	0.95	95%	0.00	0%	0.95	95%
vi	2 x 3 x 2.5 (45 deg skew)	1.000	0.95	95%	0.05	5%	1.00	100%
vii	3 x 3 x 2.5 (20 deg skew)	1.000	0.95	95%	0.05	5%	1.00	100%
viii	1 x 3 x 4 (25 deg skew)	1.000	0.95	95%	0.05	5%	1.00	100%
ix	Service ducts (17 Nos)	17.000	13.00	76%	4.00	24%	17.00	100%
4b-iii	Construction of causeways L = 234.00 m	1.000	0.45	45%	0.05	5%	0.50	50%
5a	Drainage & erosion works (road side drain)							
i	Drain type D-1 covered (800 m)	4.000	0.00	0%	4.00	100%	4.00	100%
ii	Drain type D-1a uncovered (1600 m)	4.000	1.06	27%	0.94	24%	2.00	50%
iii	Drain type D-2 covered (1225 m)	3.063	0.00	0%	1.00	33%	1.00	33%
iv	Drain type D-2a uncovered (2240 m)	4.978	0.00	0%	4.10	82%	4.10	82%
v	Drain type D-4 (475 m)	1.000	0.00	0%	0.63	63%	0.63	63%
vi	Drain type D-3 (225 m)	1.000	0.00	0%	0.67	67%	0.67	67%
6	Ancillary works(traffic road signs, pavement marking / studs & km posts)							
i	Traffic signs / Km Posts	1.000	0.00	0%	0.00	0%	0.00	0%
ii	Pavement Markings / Studs	1.000	0.00	0%	0.00	0%	0.00	0%
7	Diversion	6.300	5.40	86%	0.14	2%	5.54	88%
TOTAL		**146.273**	**96.56**	**71%**	**27.74**	**13%**	**124.30**	**84%**

2.3 Section-VI: (km 29+000 - 33+000)

Sr No	Section VI (Km 29+000 – 33+000)	No of Milestones	Till Previous Quarter		Current Quarter		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Earth work	8.000	7.30	91%	0.70	9%	8.00	100%
2	Sub base & base course							
a	Granular sub base	8.000	6.88	86%	1.12	14%	8.00	100%
b	Water bound macadam	6.030	5.45	90%	0.58	10%	6.03	100%
c	Asphaltic base course	6.030	5.25	87%	0.78	13%	6.03	100%
d	Earthen dowel	1.000	0.00	0%	0.50	50%	0.50	50%
3	Surface courses and pavement							
a	Asphaltic concrete for wearing course & allied activities	6.030	2.45	41%	3.58	59%	6.03	100%
b	Rigid pavement (Half Pavement Width)	2.880	1.40	49%	1.48	51%	2.88	100%
4a	Retaining wall (RW-2) Total L = 1175 m							
a	Retaining wall : H= 2.5 m ; L= 275m	2.750	1.09	40%	1.00	36%	2.09	76%
b	Retaining wall : H= 3.0 m ; L= 450m	4.500	0.00	0%	3.00	67%	3.00	67%
c	Retaining wall : H= 3.5 m ; L= 100m	1.000	0.00	0%	0.00	0%	0.00	0%
d	Retaining wall : H= 4.0 m ; L= 100m	1.000	1.00	100%	0.00	0%	1.00	100%
e	Retaining wall : H= 4.5 m ; L= 250m	2.500	1.48	59%	1.02	41%	2.50	100%
4b-i	Construction of New culverts-Flexible pavement 1 x 2 x 3.5 (40 deg skew)	1.000	0.95	95%	0.00	0%	0.95	95%
4b-ii	Construction of New culverts (replacement of existing) -Flexible pavement							
i	1x 2 x 4.5 (20 deg skew)	1.000	0.95	95%	0.05	5%	1.00	100%
ii	1 x 2 x 3 (25 deg skew)	1.000	0.95	95%	0.05	5%	1.00	100%
iii	2 x 3 x 5 (25 deg skew)	1.000	0.95	95%	0.05	5%	1.00	100%
4b-iii	Construction of New culverts on W&S road							
i	1 x 2 x 2 (14.70 m length)	2.000	0.00	0%	0.00	0%	0.00	0%
ii	1 x 2 x 2 (12.00 m length)	1.000	0.00	0%	0.00	0%	0.00	0%
iii	Service ducts	13.000	10.00	77%	3.00	23%	13.00	100%
4c	Construction of causeways L = 265.00 m	1.000	0.00	0%	0.40	40%	0.40	40%
5a	Drainage & erosion works (road side drain)							
i	Drain type D-1 covered (625 m)	1.250	0.00	0%	1.00	80%	1.00	80%
ii	Drain type D-1a uncovered (2400 m)	4.800	0.10	2%	4.70	98%	4.80	100%
iii	Drain type D-2 covered (450 m)	1.000	0.00	0%	0.56	56%	0.56	56%
iv	Drain type D-2a uncovered (1225 m)	2.450	0.00	0%	2.45	100%	2.45	100%
v	Drain type D-4 (525 m)	1.000	0.00	0%	0.23	23%	0.23	23%
vi	Drain type D-3 (100 m)	1.000	0.00	0%	0.00	0%	0.00	0%
vii	Drain type D-3 (225 m) W&S Road	1.000	0.00	0%	0.00	0%	0.00	0%
5b	Road Protection works							
i	Stone Pitching (350 m) W&S Road	1.000	0.00	0%	0.00	0%	0.00	0%
ii	Gabion (300m)	1.000	0.00	0%	0.00	0%	0.00	0%
6	Ancillary works(traffic road signs, pavement marking / studs & km posts)							
i	Traffic signs / Km Posts	1.000	0.00	0%	0.00	0%	0.00	0%
ii	Pavement Markings / Studs	1.000	0.00	0%	0.00	0%	0.00	0%
7	Diversion	4.000	2.97	74%	1.03	26%	4.00	100%
8a	Monuments & Weigh Station							
i	Weight Station (2Nos)	1.000	0.00	0%	0.20	20%	0.20	20%
ii	Monuments (01 Nos)	1.000	0.00	0%	0.00	0%	0.00	0%
8b	Relocation of Buildings							
i	Relocation of Boundary walls	1.000	0.10	10%	0.67	67%	0.77	77%
ii	Relocation of Buildings	1.000	0.25	25%	0.41	41%	0.66	66%
8c	Relocation of MES Water Supply line (Km 30+700 to 33+850)	1.000	1.00	100%	0.00	0%	1.00	100%
TOTAL		**96.220**	**49.17**	**46%**	**29.90**	**35%**	**79.07**	**81%**

2.4 Bridge at km 18+475

Sr No	Bridge at Km 18+475	No of Milestones	Till Previous Quarter		Current Quarter		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Raft foundation , cut off wall, abut wall , abutment seal & wing wall							
a	Raft foundation , cut off wall	1.0	1.00	100%	0.00	0%	1.00	100%
b	Granular sub base	1.0	1.00	100%	0.00	0%	1.00	100%
2	Construction of Deck Slab	1.0	0.88	88%	0.12	12%	1.00	100%
3	Dismantling, Structural Excavation, Backfilling , Drainage & Erosion , Rigid pavement & Ancillary works							
a	Dismantling,	1.0	1.00	100%	0.00	0%	1.00	100%
b	Structural Excavation, Backfilling ,	1.0	1.00	100%	0.00	0%	1.00	100%
c	Drainage & Erosion , Rigid pavement & Ancillary works	1.0	1.00	100%	0.00	0%	1.00	100%
d	Ancillary works	1.0	0.00	0%	0.00	0%	0.00	0%
TOTAL		**7.0**	**5.88**	**98%**	**0.12**	**1.5%**	**6.00**	**99.6%**

2.5 Bridge at km 27+000

Sr No	Bridge at Km 27+000	No of Milestones	Till Previous Quarter		Current Quarter		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Construction of Piles	1.0	0.84	84%	0.16	16%	1.00	100%
2	Pile caps , abutment walls, Pier Shaft , Wing walls & Transom							
a	Pile caps	1.0	0.20	20%	0.80	18%	1.00	38%
b	Abutment walls, Pier Shaft , Wing walls & Transom	1.0	0.00	0%	1.00	100%	1.00	100%
3	Casting & Launching of precast panels							
a	Construction of Pre-cast panels	1.0	0.12	12%	0.88	88%	1.00	100%
b	Launching of Pre-cast Panels	1.0	0.00	0%	1.00	100%	1.00	100%
4	Construction of Deck Slab	1.0	0.00	0%	0.86	86%	0.86	86%
5	Structural Excavation, Dismantling Backfilling , Earth work, surface course & pavement , drainage & Erosion & Ancillary works							
a	Excavate surplus common material , Dismantling of structures	1.0	0.15	15%	0.00	0%	0.15	15%
b	Surface course & pavement	1.0	0.00	0%	0.00	0%	0.00	0%
c	Structures excavation & back fill	1.0	0.50	50%	0.50	50%	1.00	100%
d	Approach slabs	1.0	0.00	0%	0.00	0%	0.00	0%
e	Drainage & Erosion works	1.0	0.00	0%	0.40	40%	0.40	40%
f	Ancillary works	1.0	0.00	0%	0.00	0%	0.00	0%
TOTAL		**12.0**	**1.81**	**29%**	**5.60**	**49%**	**7.41**	**77%**

2.6 Bridge at km 27+250

Sr No	Bridge at Km 27+250	No of Milestones	Till Previous Quarter		Current Quarter		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Pile load test & Construction of Piles							
a	Pile load test	1.0	1.00	100%	0.00	0%	1.00	100%
b	Construction of Piles	1.0	1.00	100%	0.00	0%	1.00	100%
2	Pile caps , abutment walls, Pier Shaft , Wing walls & Transom							
a	Pile caps	1.0	1.00	100%	0.00	0%	1.00	100%
b	Abutment walls, Pier Shaft , Wing walls & Transom	1.0	0.92	92%	0.08	17%	1.00	109%
3	Casting & Launching of precast panels							
a	Construction of Pre-cast panels	1.0	1.00	100%	0.00	0%	1.00	100%
b	Launching of Pre-cast Panels	1.0	0.00	0%	1.00	100%	1.00	100%
4	Construction of Deck Slab	1.0	0.00	0%	0.75	75%	0.75	75%
5	Structural Excavation, Dismantling Backfilling , Earth work , surface course & pavement , drainage & Erosion & Ancillary works							
a	Excavate surplus common material, Dismantling of structures	1.0	0.13	13%	0.12	12%	0.25	25%
b	Surface course & pavement	1.0	0.00	0%	0.00	0%	0.00	0%
c	Structures excavation & back fill	1.0	0.50	50%	0.50	50%	1.00	100%
d	Approach slabs	1.0	0.00	0%	1.00	100%	1.00	100%
e	Drainage & Erosion works	1.0	0.00	0%	0.50	50%	0.50	50%
f	Ancillary works	1.0	0.00	0%	0.00	0%	0.00	0%
TOTAL		**13.0**	**5.55**	**68%**	**3.95**	**19%**	**9.50**	**87%**

2.7 Bridge at km 2+200

Sr No.	Bridge at Km 2+200	No of Milestones	Till Previous Quarter		Current Quarter		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Dismantling of Existing Expansion joint , concreting of new expansion joint & Installation of New Expansion joint							
a	Dismantling of Existing Expansion joint	1.0	0.00	0%	0.00	0%	0.00	0%
b	Concreting of new expansion joint	1.0	0.00	0%	0.00	0%	0.00	0%
c	Installation of New Expansion joint	1.0	0.00	0%	0.00	0%	0.00	0%
TOTAL		**3.0**	**0.00**	**0%**	**0.00**	**0%**	**0.00**	**0%**

2.8 Bridge at km 11+560

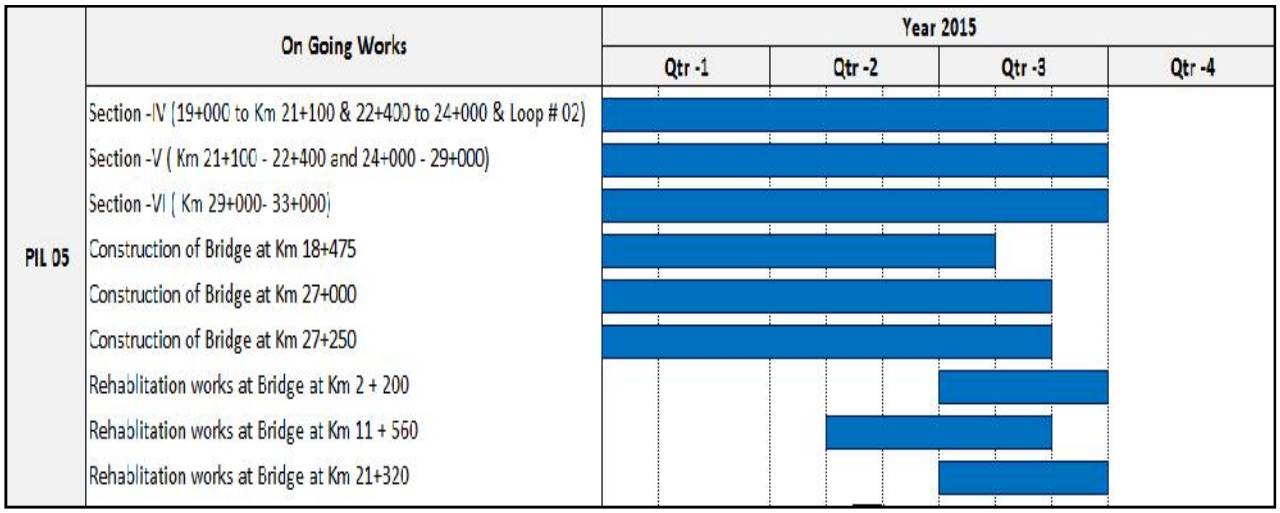
Sr No	Bridge at Km 11+560	No of Milestones	Till Previous Quarter		Current Quarter		Total	
			No of Milestones Achieved	Percentage Accomplished	No of Milestones Achieved	Percentage Accomplished	No of Milestones Achieved	Percentage Accomplished
1	Dismantling of Existing Expansion joint , concreting of new expansion joint & Installation of New Expansion joint	1.0	0.66	0%	0.00	0%	0.66	66%
2	Construction of PCC Protection wall & Random Rubble masonry wall	1.0	0.00	0%	0.00	0%	0.00	0%
TOTAL		**2.0**	**0.00**	**0%**	**0.66**	**24%**	**0.66**	**24%**

2.9 Bridge at km 21+320

Sr No	Bridge at Km 21+320	No of Milestones	Till Previous Quarter		Current Quarter		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Roll Pointing	1.0	0.00	0%	0.00	0%	0.00	0%
2	Dismantling of existing railing , Construction of new steel railing as per dwg , poly urethane paint on existing steel girders	1.0	0.00	0%	0.00	0%	0.00	0%
3	Pressure grouting of existing abutments	1.0	0.00		0.00	0%	0.00	0%
4	Scarification of existing road pavement , surface course & pavement, drainage & erosion works , Ancillary works							
a	Scarification of existing road pavement	1.0	0.00	0%	0.00	0%	0.00	0%
b	surface course & pavement	1.0	0.00	0%	0.00	0%	0.00	0%
c	drainage & erosion works	1.0	0.00	0%	0.00	0%	0.00	0%
d	Ancillary works	1.0	0.00	0%	0.00	0%	0.00	0%
TOTAL		**7.0**	**0.00**	**0%**	**0.00**	**0%**	**0.00**	**0%**

2.10 Forecasted Completion PIL 05

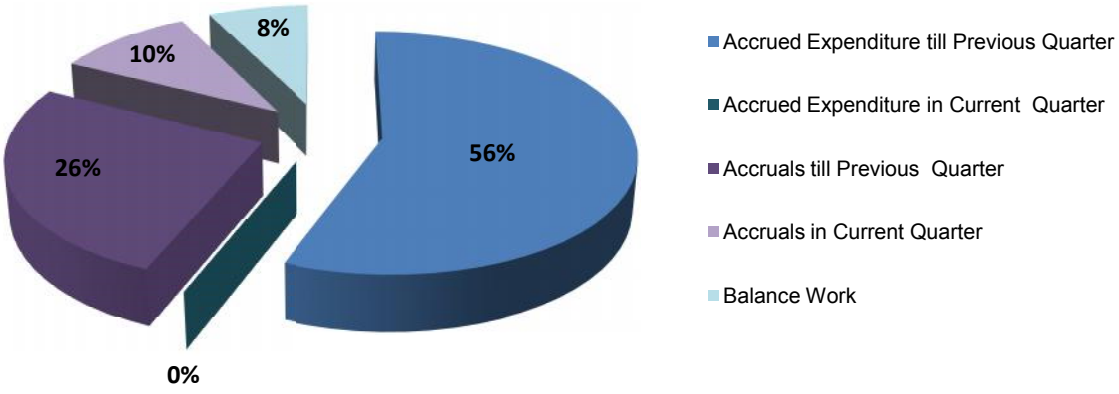
*The following table shows the forecasted completion of ongoing activities.



***Note:** FWO has not provided the construction schedule; the above table is based on assumptions keeping the current progress, weather condition and construction sequence of sub activities.

3. FINANCIAL PROGRESS (BUDGET / ACCRUED / ACCRUALS)

The following pie chart shows the percentage of accrued and accruals expenditure against approved PILs Cost (US$ 57,987,071).



Details of Accruals and Accrued Expenditure

Sr No	PIL	Sub - Projects		Sub-Project Cost USD	PIL Cost USD	Till Previous Quarter		Current Quarter		Total		Balance USD
		Road	Bridges			Accrued Expenditure USD	Accruals USD	Accrued Expenditure USD	Accruals USD	Accrued Expenditure USD	Accruals USD	
1	PIL 01	Sec 01	-	9,978,081	9,978,081	9,978,081	-	-	-	9,978,081	-	-
2	PIL 02	Sec 02	-	9,383,483	9,383,483	9,383,483	-	-	-	9,383,483	-	-
3	PIL 03	Sec 03	-	9,512,705	9,512,705	9,512,705	-	-	-	9,512,705	-	-
4	PIL 04	-	at Km 9+560	1,225,965	3,668,533	1,225,965	-	-	-	1,225,965	-	-
		-	at Km 23+750	1,392,302		1,392,302	-	-	-	1,392,302	-	-
		-	at Km 11+190	604,551		604,551	-	-	-	604,551	-	-
		-	at Km 22+925	445,715		445,715	-	-	-	445,715	-	-
5	PIL 05	Sec 04	-	7,663,172	25,444,269	-	4,890,982	-	1,726,633	-	6,617,615	1,045,557
		Sec 05	-	8,580,296		-	6,061,103	-	1,113,943	-	7,175,046	1,405,250
		Sec 06	-	6,551,308		-	3,037,595	-	2,263,893	-	5,301,488	1,249,820
		-	at Km 18+475	218,068		-	213,852	-	3,265	-	217,117	951
		-	at Km 27+000	1,111,838		-	318,788	-	539,256	-	858,044	253,794
		-	at Km 27+250	1,073,617		-	731,553	-	200,532	-	932,085	141,532
		-	at Km 2+200	68,944		-	-	-	-	-	-	68,944
		-	at Km 11+560	105,296		-	-	-	24,802	-	24,802	80,494
		-	at Km 21+320	71,730		-	-	-	-	-	-	71,730
Total				**57,987,071**		**32,542,802**	**15,253,873**	**-**	**5,872,324**	**32,542,802**	**21,126,197**	**4,318,072**

4. M&E ACTIVITIES DURING THE REPORTING PERIOD

4.1 Field Inspections

During the reporting quarter, the following frequency of field inspections by AGES technical staff was carried out:

- Project Manager = 04
- Quality Assurance Manager = 09
- M & E Specialist = 26
- Field Managers = 41
- Environmental compliance officer = 9
- Field Monitors = 90
- Laboratory Staff = 46

4.2 Field Observations & Follow up

S. #	Findings	Follow up	Status
1	Drains type D-3 and parapet walls, constructed with deficient concrete.	AGES QAM intimated FWO/ Nespak CRE via email 15-April 2015	Joint core samples are yet to be taken for testing
2	At Km 37+000 on wards heavy dust observed due to construction creating severe environmental hazard.	AGES QAM intimated FWO/ Nespak CRE via email 15.04.2015 & 22.05.2015; discussed in Meeting 04 June 2015.	Rectification in progress
3	At Km 24+525 it was observed that level/slope of drain not as per drawing.	AGES QAM intimated FWO/ Nespak CRE via email 23-April 2015	No action taken by FWO/ Nespak till end of reporting month.
4	At Km 25+400 a localized pavement distress was observed in the asphalt wearing course .	AGES QAM intimated FWO/ Nespak CRE via email 30-April 2015	No action taken by FWO/ Nespak till end of reporting month.
5	Sub standard Stone Masonry works in Retaining and Breast Walls	AGES QAM intimated FWO/Nespak CRE via email 20.5.2015, AGES PM informed USAID COR 24.6.2015	Rectification in progress
6	Settlement in Flexible Pavement at KMs 09+560 (Bridge No. 2) & KM 21+320 (Near Filtration Plant).	AGES QAM intimated FWO/Nespak CRE via email 22 -May 2015 & AGES PM informed USAID COR via email on 08 June 2015.	No action taken by FWO/Nespak till end of reporting month.
7	Sub standard workmanship at Baghiari check post	AGES QAM intimated FWO/ Nespak CRE via email 28 -May 2015	FWO/Nespak agreed to rectify defects as per coordination meeting 4 June 2015
8	Improper backfilling at newly constructed retaining walls, breast walls, culverts, RCC Drains	AGES QAM intimated FWO/ Nespak CRE via email 28 -May 2015 AGES PM informed COR USAID via email 17 June 2015	Rectification in progress
9	High temperature of concrete (above 32C) used in rigid pavement.	AGES PM intimated USAID COR via email 4 & 22 June 2015	Rectification pending
10	No proper lighting arrangement	AGES PM intimated USAID COR via email 4 & 24-June 2015	Rectification pending
11	Dumping of excavated material in stream causing environmental hazzard	AGES PM intimated USAID COR via email 26- June 2015	Dumped material removal is in progress
12	FWO claiming borrow however Suitable / local excavated material used for embankment / backfilling in sec 08 & 09	AGES PM intimated USAID COR via email 15- June 2015	Decision on suitability on excavated material pending.

4.3 Meetings

Conducted follow-up /coordination meetings with FWO / NESPAK representatives:

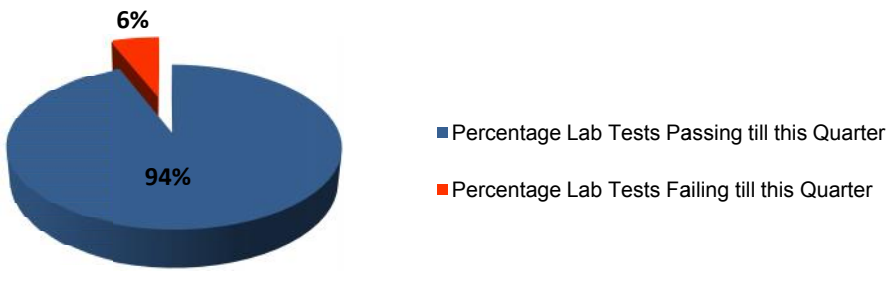
Date	Participants	Venue
April 04, 2015	AGES , FWO, NESPAK	CRE office, Jamrud, Khyber Agency
April 21, 2015	AGES,FWO,NESPAK	CO (FWO) office, Jamrud, Khyber Agency
April 27, 2015	AGES,FWO,NESPAK	CRE office, Jamrud, Khyber Agency
May 07, 2015	USAID, AGES, FWO, NESPAK	NESPAK House Islamabad
May 08, 2015	AGES, FWO, NESPAK	CRE office, Jamrud, Khyber Agency
May 09, 2015	USAID, AGES, FWO, NESPAK	CRE office, Jamrud, Khyber Agency
June 04, 2015	AGES, FWO, NESPAK	CRE Office, Jamrud, Khyber Agency
June 10, 2015	AGES, FWO, NESPAK	CO 121 Q&CB FWO Office Peshawar

4.4 Laboratory Tests

The table shows the frequency of laboratory tests conducted during the reporting quarter.

Sr. No.	Test	No of Tests conducted								
		Till Previous Qtr			This Qtr			Total Up to date		
		Total	Fail	Pass	Total	Fail	Pass	Tests	Fail	Pass
1	Asphaltic concrete wearing course quality test	161	8	153	42	1	41	203	9	194
2	Asphaltic concrete wearing course compaction test	381	2	379	71	0	71	452	2	450
3	Asphaltic concrete wearing course cores thickness test	381	20	361	71	3	68	452	23	429
4	Tack coat test	5	0	5	0	0	0	5	0	5
5	Asphaltic concrete base course quality test	465	13	452	35	0	35	500	13	487
6	Asphaltic concrete base course cores compaction test	721	5	716	94	0	94	815	5	810
7	Asphaltic concrete base course cores thickness test	724	47	677	94	4	90	818	51	767
8	Prime coat test	18	0	18	0	0	0	18	0	18
9	Water Bound Macadam material quality test	120	24	96	19	2	17	139	26	113
10	Water Bound Macadam field density test (FDT)	84	32	52	34	20	14	118	52	66
11	Aggregate Base course material quality test	49	8	41	0	0	0	49	8	41
12	Aggregate Base course field density test (FDT)	50	23	27	0	0	0	50	23	27
13	Sub base material quality test	204	9	195	59	10	49	263	19	244
14	Sub base material field density test (FDT)	122	14	108	23	4	19	145	18	127
15	Sub grade material quality test	169	1	168	32	0	32	201	1	200
16	Sub grade material field density test (FDT)	191	13	178	18	0	18	209	13	196
17	Aggregate quality test for Asphalt	116	0	116	3	0	3	119	0	119
18	Aggregates quality test for concrete	157	19	138	17	3	14	174	22	152
19	Concrete compressive strength test	198	1	197	43	0	43	241	1	240
20	Cement Quality Test	6	0	6	0	0	0	6	0	6
21	Water Quality Test	1	0	1	0	0	0	1	0	1
22	Steel Quality Test	42	0	42	0	0	0	42	0	42
23	Absorption & Compression strength of Bricks	14	7	7	6	1	5	20	8	12
24	Fine Aggregate Quality Tests for Structures	5	3	2	5	3	2	10	6	4
25	Stone Masonry quality test	14	0	14	8	1	7	22	1	21
26	Calibration of Lab Equipments	11	0	11	1	0	1	12	0	12
Total		**4409**	**249**	**4160**	**675**	**52**	**623**	**5084**	**301**	**4783**

Pie chart below illustrates the percentage of tests passing and failing during till reporting quarter.



5. ENVIRONMENTAL COMPLIANCE

The Environmental Monitoring Report is attached as **Annex-I.**

6. SECURITY SITUATION

The security situation report is attached as **Annex-II**.

ANNEXURE-I
ENVIRONMENTAL MONITORING REPORT

Environmental Monitoring Report

1. Introduction

The Peshawar Torkham Road is the western gateway of the subcontinent, a traditional route for merchants and travellers from Central Asia, the Middle East, and Europe to the Indian subcontinent. These have included Alexander the Great, Tamerlane, Babur, and Ahmad Shah Abdali. It is claimed that this area is the source of Buddhist and Ghandara civilizations in the 5th and 6th centuries BC. The Khyber Pass has rich historical traditions, particularly as a communication route between east and west.

The Torkham basin is surrounded by mountains on all sides. The Peshawar–Torkham area has two major geographical divisions: (i) the rugged mountainous regions on the north and west, with one end touching the Afghan border, and (ii) the comparatively narrow strip of valleys along the Khwar bed. Descending from the hills and adjacent to the Khwar bed is a series of very productive agricultural areas. Most portions are surrounded by hills, which are steep on the northern and western sides. The main Torkham Khwar and its tributaries have steep slopes (and carry high sediment loads). These areas receive a fair amount of water through gravity channels, especially in rainy seasons, and are being used for patches of agriculture along the Khwar beds. The water catchment area of the rain-fed streams has been observed and classified as mountainous.

2. Environmental Monitoring Compliance

Environmental Monitoring Compliance of each activity of road component is being done according to the Environment Management and Monitoring Plan (EMMP) of the EDF/EIA report, duly approved by the USAID Mission Environment Officer (MEO).

Key roles and responsibilities of Environmental Compliance Officer are as under:

- Environmental Monitoring Compliance of each activity during the construction phase, according to the Environment Management and Monitoring Plan (EMMP).
- Seek and ensure community involvement in environment related matters.
- Reporting of environmental non-compliance related issues and suggest remedial measures for improvement.
- Assist in implementing of EMMP.

2.1. Existing Environmental Conditions in the Area of Influence

The project area consists mostly of barren land strips and Rocky Mountains. At the start of the project (Section-I) the land is plain, somewhat populated along the road & barren, with sparse vegetation. An abandoned railway track runs along the road alignment till the end point of the project and crosses the alignment at different locations. There are several surface water channels running across and along the

project road such as the Wazir-D and Canal, Surkamar River and Takhta-beg Rivers. Ground water is available in the project area which is used both for drinking and irrigation purposes. There are few strips of vegetation and trees within the Right of Way (ROW) of the road project.

The existing road condition varies from poor to fair. Initially up to 4+000 KM of section-I passes through commercial area, while rest of the road up to KM: 9+000 sparsely populated along the road. While other sections are, consist of mostly rugged hilly terrain. Warsak Lift Canal and many non-perennial streams especially the Khyber Khwar cross the road. The road segments from KM: 15+000 to 20+000 and KM: 40+000 to 42+000, have loops to facilitate the dual traffic and act as dual carriageway.

2.2. Potential Environmental Impacts of the Road Project

Following are the identified potential impacts of the project as per Environment Review Report:

a) Potential Positive Impacts

- The Peshawar-Torkham road will provide an easy access to the Pakistan and Afghanistan border areas from both sides of the respected countries.
- The road will provide a smooth and shortest trade route to Afghanistan.
- The better road facility will reduce travelling costs as well as road accidents.
- The road will provide better conditions to the law enforcement agencies for the enforcement of law and better security control in border areas.
- Faster means of travel and communication shall be ensured, by implementing the Peshawar-Torkham road.
- The road will generate better economic and social opportunities for local population.
- Better road facility shall ensure the time savings in terms of travelling to the destination.
- The road project will accelerate economic activity for local population by providing them a smooth and easy access to both the local and country's markets.
- The road shall provide labor opportunities to the local people during construction phase of the road project.
- The road will bring about development and associated infrastructure.
- To provide sustainable delivery of a productive and efficient national highway system contributing to decrease the transportation cost.
- The road will provide better conditions to the local people for earning their livelihoods.

b) Potential Negative Impacts

Project does not have significant potential adverse impacts. However, during strengthening and improvement of the road, the following negative potential impacts

are anticipated which could be avoided, localized or mitigated by adopting the proper mitigation measures:

- Health and safety issues of public and workers.
- Solid Waste generation.
- Soil erosion and contamination.
- Noise and air pollution.
- Traffic congestion at diversions.
- Potential impact of blasting if required at quarry areas and rocky areas.
- Surface water body contamination (River and streams) by soil erosion and construction activities.
- Disturbance to public movement during construction.
- Reduction of daily routine activities of local residents.
- Oil spillages from construction machinery, resulting the soil and ground water contamination.

2.3. Environment Compliance Procedures

To comply with the Environment, Health, Safety and Social protocols, a comprehensive Performa has been prepared. Site visits are regularly conducted, properly documented & shared with stakeholders.

3. Progress during Quarter # 11 (April - June 2015)

During this reporting period, 10 site visits (two visits in April, while 4 visit in each month of May and June) have been carried out. Summarizing, it is encouraging that the Contractor's camps and machinery are maintained in good conditions. Heavy vehicle pool/stand of FWO has also been maintained in good condition. The dust pollution control measures were at the last month June, but still required more improvement, especially from KM 36 and onward.

During this quarter, the most serious issues were the health and safety protocols compliance and dust pollution at site in the months of April & May. So for the health facilities, such as ambulance, first aid boxes are available at FWO camp, and will be provided to the workers at site when needed. Likewise, to control dust pollution, some water bowsers were observed to sprinkle water on road, but found missing at KM 26+500 to KM 27+500 and KM 36 and onward in the reporting period, except in the last week of June the position was better.

The traffic blockage was observed at some sites. The FWO has to keep the traffic on alternate route in the day time in order to accomplish the construction activities smoothly. Though improvement in the environmental compliance is observed, especially in dust pollution, but a general distrust about the FWO to control some problems still exists in the project area. A special attention to the environmental

compliance, such as health and safety protocols and dust pollution, excavated material use and dumping properly are required in order to resolve such issues in the project area. The placement of excavated material in the perennial stream at KM 20 + 600 is also one of the serious environment issues during this quarter.

The excavated material was mostly used for the dressing of road shoulders; however some surplus materials were dumped along the road banks at the deep pockets/gullied land. Some deep pockets along the road/stream bank were also identified for the safe disposal of the surplus material.

FWO has been constantly stressed upon for undertaking the following.

- Dumping of excavated material properly or use for back filling at retaining walls and drainage ways. Removal excavated material from perennial stream and watershed ways.
- Regular sprinkling of water on road's diversion and adjacent to the residential areas.
- Ensure Health and Safety arrangements at work sites.
- First aid box and Ambulance arrangement.
- Installation of Road's traffic signs and speed checking sign boards.
- To keep records of EHS (Environment, Health and Safety) plans.
- To force site staff especially the Sub-contractor staff on permanently wearing personal protective equipment's during work.
- Take measures for land leveling and refilling of quarry sites/borrow sites for sustainable use.

ENVIRONMENTAL MONITORING

View of vehicles parked at Jamrud FWO camp

Dispensary inside view at Jamrud FWO camp

Bridge construction at KM 27, needs H&S Measures and proper placement of building material.

KM: 14+975 Dumped Excavated material needs proper disposal or leveling

.

KM: 28+650 Side drain construction labour safety protocols compliance.

KM: 33+658 Drilling and blasting for excavation needs PPE and other safety measures.

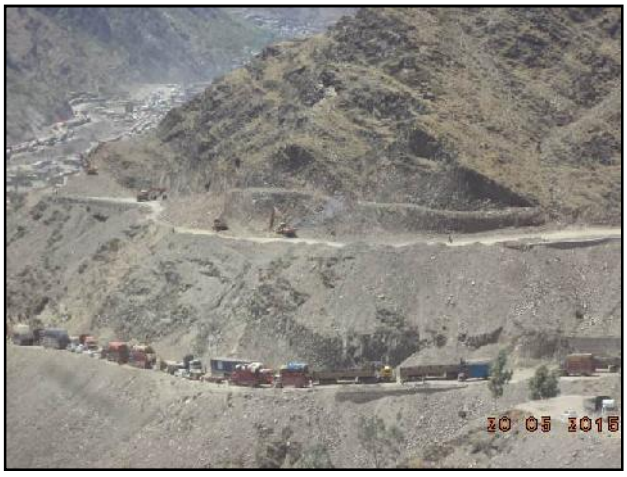
KM: 34+00 Dust pollution needs Sprinkling of water

KM: 39+536. Rigid pavement Construction needs H&S protocols and Labour safeguard

KM: 41+700 View of the disposed of surplus cut material from the road shoulder down the valley

KM: 38+200 Hill cutting continues, which needs labour safeguard and H&S protocols compliance.

KM: 39+700 Dust pollution needs sprinkling of water



KM: 41+700 View of traffic Blockage due to the road construction

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KM:26+400 water sprayed for dust Pollution control

KM:26 to 27 by pass road, Water spraying for dust pollution control

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Near KM 20 + 600 (Loop 11 end) Dumping of excavated material at the stream causing barrier forsmooth flow of this perennial stream and also causeserosion hazard.

ANNEXURE-II
SECURITY REPORT

QUARTERLY SECURITY REPORT

1. **Situation Analysis:** The security environment in Khyber Agency remained unstable and vulnerable amid ongoing military operations and crackdown against outlawed militant organizations. Security forces and Tribal militias are expected to remain the prime target of terrorist's retaliation against military operations however elevated threat of terror attacks persists against civilian / soft targets including; government installations, high-profile / sensitive locations, crowded public places, pro-government tribes and religious sites / events.

2. **USAID's Threat Assessment:** According to USAID's threat assessment, the risk level in FATA is 'HIGH'.

3. **PTR Visit by Security Officer:** Security Officer CMEP-KP in routine visits to Peshawar Torkham Road (PTR) met FWO and NESPAK officials besides CMEP-KP Staff. Overall general security situation were discussed and found that the security arrangements were good and satisfactory and Staff of CMEP-KP were following their work schedule without any security concern.

4. **Revision / Updating Security Plan:** On the direction of Project Manager CMEP-KP the Security Plan, Emergency Response Plan and General Orders for Security Guards were revised / updated.

5. **Partner Security Liaison Unit Meeting of Implementing Partners:** On 28 May, 2015, Security Officer Major (R) Rafaqat Ali attended USAID-PLSU meeting with IPs held in Islamabad Club.

6. **Details of Security Related Incidents in Khyber Agency:** The security related incidents are summarized date wise as below:

   - **A Khasadar sustained injuries in a Blast**
     On April 22, 2015, a Khassadar Force official sustained injuries in a roadside blast. Unidentified persons had planted a bomb in Mandato Koty in Khyber Agency, which went off when the Khassadar official was on his way to Sakhipul check post for duty.

   - **5 Militants Killed in Air Strikes**
     On April 25, 2015, nine terrorists were killed in the strikes while several others have been injured in Tirah Valley of Khyber Agency. Terrorist hideouts were also destroyed in the aerial strikes.

   - **5 Militants Killed in Khyber agency**
     On May 2, 2015, five militants affiliated with the Tariq Afridi group of the Taliban were killed and several others wounded by Security forces in Khyber Agency. Security forces continued their ground offensive in Taliban-controlled areas and made fresh gains as militants had abandoned their sanctuaries.

   - **TTP Commander Arrested in Khyber Agency**
     On May 8, 2015, a key commander of Tehreek Taliban Pakistan named as Khalid who belonged to Khyber Agency was taken into custody during a search operation by Anti terrorist department, suicide jackets, weapons, explosives with prohibited ammunitions were also recovered from his hideout.

   - **Man Shot Dead in Jamrud**
     On May 19, 2015, Sahib Jan was on his way home in the evening from Jamrud Bazaar when armed motorcyclists shot him dead in the Surkamar area in the Jamrud Tehsil of Khyber Agency.

- **Blast Kills Tawheed-Ul-Islam's Activist**
  On May 20, 2015, a volunteer of Tawheed-ul-Islam (peace Lashkar of Zakha Khel) was killed when a remote control Improvised Explosive Device (IED) planted by unknown militants went off here in Katta Kanari, the remote area of Tirah valley of Khyber Agency.

- **Journalist's house attacked in Jamrud**
  On May 27, 2015, unidentified persons hurled a hand-grenade at the house of a local journalist Muhammad Akbar in Jamrud Tehsil of Khyber Agency but it caused no loss of life or property.

- **Bomb explosion kills one and injured five in Torkham**
  On June 12, 2015, abomb explosion of moderate intensity at Torkham near the Pak-Afghan border in Khyber Agency killed one civilian and injured five others including two Khasadars (levy personnel) and an official belonging to the National Logistics Cell (NLC).

- **A Khasadar killed by unknown killer**
  On June 19, 2015, a Khasadar was shot dead by unknown killers in Shahkas area of Tehsil Jamrud of Khyber Agency.

7. **Advisory:** CMEP-KP Staff is advised to practice vigilance in close proximity of identified targets of the militants. All personal and travel security procedures should be followed. Staff is advised to accept personal responsibility for their own safety and of their subordinates by adhering to the following safety protocols:
   - Follow security orders and instructions.
   - Must be alert to the situation around you.
   - Maintain a low personal profile by not doing anything that draw attention to yourself. Dress commonly for the area and blend in with the rest of the population.
   - Vary routes and timings to and from work.
   - Carry cell phone all the times for information of situation, make sure it has sufficient battery power and phone credit.
   - Check interior and exterior of your vehicles prior to getting into it (for any suspicious item).
   - Keep the doors locked and windows closed when traveling in vehicles.
   - Avoid congested points during site visits or in travel, in traffic jams, always try to leave space for maneuvering & always leave on exit.
   - In traffic, always attempt to leave space to maneuver. Leave yourself an exit and be prepared to take evasive action at any time.
   - The colleagues must share and be aware of each other's daily site plan, so in case of emergency they can be contacted conveniently.
   - Keep valuable items such as expensive cell phones, laptops and cameras out of sight.
   - Eliminate unnecessary exposure - Do not stay longer in locations than strictly necessary.
   - Know before you go - Know your routes, locations and possible safe areas such as police stations. Do not get lost.
   - If another driver tries to force you to pull over or cuts you off, keep driving and try to get away.
   - If being harassed or followed, try to contact police / Khassadars force / Frontier Corps personnel.
   - Never share your personal information as project name, project sponsor, family members, addresses and telephone numbers in an open sitting or during site monitoring activities.
   - If you are involved in an accident and something does not seem normal, depart the area immediately. Remember, some accidents could be a ruse designed to rob or carjack you.
   - Never pick-up hitchhikers.
   - Be alert to motorcycles stopping next to your car, particularly if there are two riders.
   - Maintain a high level of vigilance and take appropriate steps to enhance your personal security.
   - A problem is only a problem when it is not shared with someone else. Share the problem and we can find solutions as a team.

ANNEXURE-III
PHOTOGRAPHS

PAVEMENTS

April

KM 0+000~0+300 FW LOOP-II; Cleaning & brooming of WBM Base top surface was in progress

June

KM 0+000~0+300 FW LOOP-II; Asphalt wearing course completed

KM 0+200~0+300 FW; sub base 1st layer watering & compaction in progress

KM 0+200~0+300 FW LOOP-III; Rigid pavement completed

KM 20+400~20+475 FW; sub base 1st layer dumping carried out

KM 20+400~20+475 FW; Asphaltic base course completed

KM 20+850~20+950 HW RHS; Rigid pavement formwork fixing in progress

KM 20+850~20+950 FW; Rigid pavement completed

Km 21+050~21+120, filling & spreading of stone dust on top of WBM in progress

KM 21+050~20+120 FW; Flexible pavement completed

KM 29+500~29+650 HW LHS; Rigid pavement in progress

KM 29+500~29+650 FW; Rigid pavement completed

KM 29+750~29+925 LHS; Rigid pavement in progress.

KM 29+750~29+925 FW; Rigid pavement completed

Km 32+600~32+635, rigid pavement panels cast

KM 32+600~32+635 FW; Rigid pavement completed

KM 34+225~34+300 FW; sub base 1st layer compaction in progress

KM 34+225~34+300 FW; Asphaltic base course completed

KM 34+425~34+600 FW; sub base top layer ready for inspection & testing

KM 34+425~34+800 FW; Asphaltic base course completed

KM 36+250~36+425 HW RHS; Sub base 1st layer leveling & removal of oversize particles is in progress

KM 36+250~36+425 FW; Rigid pavement completed

KM 36+750~36+850 FW; sub base top ready for inspection & testing

KM 36+750~36+850 FW; Rigid pavement completed

KM 37+100~37+275 FW; sub base 1st layer leveling & grading in progress

KM 37+100~37+275 FW; Rigid pavement completed

KM 39+275~39+350 FW; Earth fill 3rd layer leveling & grading in progress

KM 39+275~39+350 HW RHS; Rigid pavement completed

KM 39+350~39+500 FW; sub grade leveling & grading in progress

KM 39+350~39+500 FW; Rigid pavement completed

KM 39+500~39+625 HW RHS; formwork fixing for rigid pavement is in progress

KM 39+500~39+625 FW; Rigid pavement completed

KM 41+600~41+700 FW; sub base top layer watering & compaction in progress

KM 41+600~41+700 FW; Rigid pavement completed

KM 42+600; M&E Consultant surveyor checking width of existing road before asphalt

KM 42+600~42+700 FW; Flexible pavement completed

BRIDGES

April

Bridge at KM 23+850 RHS; Dismantling of Existing Bridge is in progress

June

Bridge at KM 23+850 US side; Dismantling of existing redundant bridge deck slab carried out

Bridge at KM 23+850; cutting of Asphalt & concrete for Expansion Joint fixing is in progress

Bridge at KM 23+850; Fixing of expansion joint completed

Bridge at KM 27+000; Abt wall-II (final pour) ready for concrete pouring

Bridge at KM 27+000; Deck slab concrete casted & Bridge railing installation is in progress

Bridge at KM 27+000; Abt wall-II concrete pouring in progress

Bridge at KM 27+000; Deck slab concrete casted & Bridge railing installation is in progress

Bridge at km 27+250, launching of precast panels in progress

Bridge at KM 27+250; Approach slab concrete casted & ACWC prep in progress

Bridge at KM 27+250; formwork fixing for Abt seat-I is in progress

Bridge at KM 27+250; bridge substantially completed

RETAINING WALLS

April

KM 0+175~0+200 LHS LOOP-III; Ret wall stone masonry in progress

June

KM 0+175~0+200 LHS LOOP-III; Ret wall stone masonry completed

KM 0+275~0+325 LHS LOOP-II; Ret wall excavation completed

KM 0+275~0+325 LHS LOOP-II; Ret wall stone masonry & Parapet wall completed

KM 20+200~20+300 RHS; Lean concrete for Ret wall to be raised casted

KM 20+200~20+300 RHS; Ret wall stone masonry & parapets completed

KM 25+075~25+300 RHS; Breast wall for drain type D-4 excavation completed

KM 25+075~25+300 RHS; Breast wall stone masonry completed

KM 38+000~38+050 LHS; Ret wall lean concrete casted

KM 38+000~38+050 LHS; Ret wall stone masonry completed

KM 39+350~39+450 LHS; Raising of existing Ret wall stone masonry is in progress

KM 38+350~39+450 LHS; Ret wall stone masonry raising completed

CULVERTS

April	June
	
Culvert 0+692 Loop-III; DS side cutoff wall stone masonry completed	Culvert 0+692 LOOP-III; culvert construction completed
	
Culvert 1+124; structural excavation completed	Culvert 1+124 LOOP-III; culvert construction completed
	
Culvert 1+718 LOOP-III; Abt walls stone masonry in progress	Culvert 1+718 LOOP-III; culvert construction completed

Culvert 1+896 LOOP-III; Abt wall stone masonry in progress

Culvert 1+896 LOOP-III; culvert construction completed

Culvert 1+978 LOOP-III; Layout for Abt walls lean concrete was carried out

Culvert 1+978 LOOP-III; culvert Bed plate construction in progress

Culvert 2+183 LOOP-III; Layout for Abt walls lean concrete was in progress

Culvert 2+183 LOOP-III; culvert Bed plate construction in progress

Culvert 33+760; steel rebar fixing for RCC walls in progress

Culvert 33+760; RCC Box culvert completed

Culvert 35+150; lean concrete extension on DS side was in progress

Culvert 35+149; RCC walls for Box culvert completed

Culvert 38+768; steel rebar fixing for top slab was in progress

Culvert 38+768; Top slab concrete casted

DRAINS

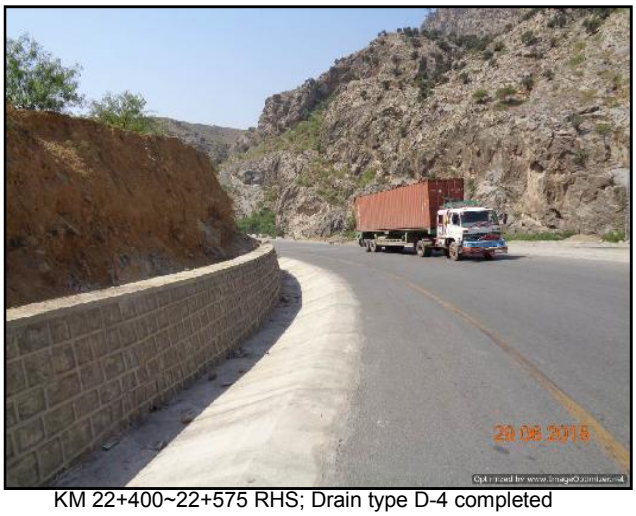
April

KM 21+800~21+900 LHS; RCC Drain steel rebar fixing in progress

June

KM 21+800~21+900 LHS; RCC Drain completed

KM 22+400~22+575 RHS; Drain type D-4 Breast wall stone masonry in progress



KM 22+400~22+575 RHS; Drain type D-4 completed

KM 25+800~26+000 LHS; RCC Drain type D-1a in progress

KM 25+800~26+000 LHS; RCC Drain construction completed

KM 28+900~29+000 LHS; RCC Drain fixing of wall formwork was in progress

KM 28+900~29+000 LHS; RCC Drain construction completed

KM 29+950~30+100 RHS; RCC Drain steel rebar fixing in progress

KM 29+950~30+100 RHS; RCC Drain construction completed

KM 32+200~32+350 RHS; RCC Drain lean concrete casted

KM 32+200~32+350 RHS; RCC Drain construction completed

HILL CUTTING

April

KM 1+900~1+975 RHS LOOP-III; Roadway excavation in progress

June

KM 1+900~1+975 RHS LOOP-III; Hill cutting completed

KM 2+325~2+450 FW LOOP-III; Roadway excavation of Realigned portion was in progress

KM 2+325~2+450 FW LOOP-III; Roadway excavation of new alignment almost completed

KM 20+650~20+725 LHS; Hill cutting in progress

KM 20+650~20+725 LHS; Hill cutting in hard rock completed

Km 37+350~37+475 RHS, roadway excavation with jack hammer & dozer in progress

KM 37+350~37+475 RHS; Hill cutting completed

KM 37+500~37+650 RHS; Hill cutting was in progress

KM 37+500~37+650 RHS; Hill cutting completed

KM 38+400~38+450 RHS; Roadway excavation of hard rock is in progress

KM 38+400~38+450 RHS; Hill cutting of hard rock almost completed

MISCELLANEOUS

April

KM 7+600 LHS; weigh bridge Brick masonry of walls upto plinth level is in progress

June

KM 7+600 LHS; Roof slab for weigh bridge building was casted

KM 27+050~27+200 LHS; Boundary wall stone masonry in progress

KM 10+550 RHS; Paint work for Bhigyari check post building in progress.

KM 31+500 LHS; Construction of shops in prog, these were dismantled due to road widening

KM 27+050~27+200 LHS; New Brick masonry boundary wall constructed after ROW clearance

FIELD / LAB TESTS

Asphaltic Base at KM; 34+025 (1)

Calibration of Lab Equipment at AGES Lab (2)

Casting of A-1 class Concrete cylinder at KM; 28 B (2)

Coring of ABC at KM; 33+700 (2)

Coring of ABC at KM; 33+700 (3)

FDT of WBM at KM; 20+355